



## Montana and the Sky

By: Mike Quinn, Aviation Support Officer

The title of our newsletter, to me, always seemed to fall short of the mark when it came to describing all that is Aviation in our home state of Montana. It didn't quite pack the punch, didn't quite portray the passion, didn't quite envelope all that Montana Aviation is - as a publication's title should. But that changed through the course of the last week of February this year.

The 2003 Montana Aviation Conference was hosted by the Montana Airport Managers Association, the Montana Aviation Trades Association, and the Montana Pilots Association in conjunction with the Montana Aeronautics Division from February 27 to March 1, held this year in Missoula. The Missoula Conference Committee gathered some of the best aviation personnel that the Northwest has to offer; thirty-four sponsors, forty guest speakers, and fifty-five exhibitors gathered together with over 600 attendees to teach, learn, and celebrate "Montana and the Sky" - aviation in the Big Sky state. Whatever your interest, whatever your specialty, whatever your inquiry, you were assured some form of representation at the conference.

I was only one small part of the massive collective effort which brought about this tremendous gathering of aviation, yet in my opinion had the best role of any. In assisting all of the speakers in setting up each of their presentations, I had the distinct opportunity to work closely with each and every one. Having to account for numerous presentations denied me the opportunity to view them in their polished, public format. Yet my duties afforded me a unique, "behind-the-scenes" view, much more personal, yet no less professional.

And through the course of the conference, my eyes were slowly opened more and more to the full spectrum that encompasses Montana Aviation - a spectrum whose breadth I had never truly considered, much less appreciated.

I had the privilege of working with many aviation professionals and will name a few. David Bixby, a historian/schoolteacher focused on the events surrounding the first powered, controlled flight of the Wright Brothers. I was allowed to assist Dr. Grady Bray, a world-renowned professional in the studies and responses to aviation disasters, including the responses to the Oklahoma City bombing, TWA Flight 800, and the WTC events on September 11, 2001. I was given a few minutes with Stan Cohen,

whose most recent accolades include being the founder and current President of the Museum of Mountain Flying in Missoula. Larry Chambers, a WWII Historian and aviation art distributor, gave me a full hour of his time while we reviewed his presentation on Gunther Rall, a German Luftwaffe ace (who coincidentally had a 'bad day' with Missoula's Hub Zemke and the 56<sup>th</sup> Fighter Group). Conference attendees heard the tale of Lt. Col. Robert Schultz's "rough" way to end a weekend, which entailed ejecting at supersonic speeds from his F/A-18 at 26,000 feet. Bruce McAllister spoke on flying the Arctic and Alaska Highway, while next door,

*continued page 4*



*Governor Judy Martz, pictured here with Mary Lou Sclair, General Aviation News & Flyer and Frank Bass, Aeronautics Board Member, traveled to Missoula to kick off the conference at Thursday's luncheon. Governor Martz has always been a key advocate for aviation in Montana, and we thank her for her continued support.*

# Administrator's Column

**Thank you:** The 2003 Montana Aviation Conference is behind us and another great victory! I'd like to thank the staff of the Montana Aeronautics Division for their hard work before, during and after the conference. The Missoula Host Committee also deserves huge credit for their tireless efforts during the past year and while on site. Thanks to John Seymour, Teri O'Leary, Joe Easton and Mike McKay. Members from the Montana Pilots Association gathered Friday afternoon at Northstar Air Express to set-up tables, decorate and prepare for the Friday evening hangar dinner/dance. Many thanks to those members who participated. The success of this conference is credited to many others including the participants who travel great distances to support and attend the conference; the exhibitors who greet the participants with displays of their products and services; the sponsors who give so generously assisting in the financial viability of the event; the speakers who come and share their expertise and experiences. I am thankful for each and everyone of you and hope you have next years conference on your calendar! March 4-7 at the Heritage Inn in Great Falls.

**Airport Watch Program:** AOPA recently unveiled its Airport Watch program during a Washington DC media conference. The joint conference featured AOPA President Phil Boyer and James Loy, Administrator of the Transportation Security Administration. Also speaking was Rep. James Oberstar, ranking minority member of the House Transportation and Infrastructure Committee. Oberstar introduced a resolution in Congress recognizing the program. Designed to enhance security at general aviation airports, the program is patterned after the highly successful neighborhood watch anti-crime programs, that call on community members to note and report suspicious activities. Pilots and airport workers are being asked to participate in the program at 5,000 general aviation airports.

**President Signs Appropriations Legislation:** On February 20, President Bush signed into law the Consolidated Appropriations Resolution for FY2003. The law provides critical security and infrastructure funding for the current fiscal year for our nation's air transportation system. The new law provides the FAA with \$13.6 billion for FY03; \$87 million more than last year. A provision by Congressman Fred Upton (R-MI) prohibits the operations of banner-towing businesses over or around sporting events. The provision mandates the FAA to rescind any current waivers or exemptions. Many aviation associations are extremely displeased with this provision and will be spearheading efforts to rescind this provision.

**Pilot Certificate Revocation Blasted:** Alaska congressman Don Young, chairman of the House Transportation Committee, sent a strong letter to Transportation Security Administration (TSA) chief James Loy about the "pilot insecurity" rules. "I am still very concerned that the rights of pilots may be adversely affected if the rule is implemented as currently written," said Young, warning that if the rules weren't changed, "I will have no alternative but to explore a legislative solution to this problem." The rules permit the TSA to declare a pilot a security risk based on secret information, forcing the FAA to revoke the pilot's certificate. The only appeal is to the TSA.

**Northwest Mountain Regional Administrator Announced:** Michael Cirillo was announced as the new Regional Administrator. For the past 6 years, Mike has held several pivotal positions in Air Traffic Services (ATS) and has played key and influential roles in shaping and implementing a number of highly visible corporate initiatives. Mike also has extensive experience working with a myriad of aviation constituencies. He has worked closely with senior government and industry leaders on key strategic planning initiatives to improve the safety, efficiency and security of the national airspace system. Mike's scheduled reporting date is June 15. Tom Busker will continue to act as Regional Administrator until that time. We look forward to meeting and working with Mike.



*Montana and the Sky*  
Department of Transportation  
Judy Martz, Governor  
David A. Galt, Director

Official monthly publication of the  
Aeronautics Division  
Telephone - (406) 444-2506  
Fax - (406) 444-2519  
P.O. Box 5178  
Helena, MT 59604

<http://www.mdt.state.mt.us/aeronautics/>

Debbie K. Alke, Administrator  
**Aeronautics Board**  
John Rabenberg, Chairman  
Frank Bass, Member  
Craig Denney, Member  
Lanny Hanson, Member  
Lonnie Leslie, Member  
Chuck Manning, Member  
Will Metz, Member  
Kenneth Tolliver, Member  
George Warner, Member

*Montana and the Sky*  
is published monthly  
in the interest of aviation in the  
State of Montana.  
Third Class postage paid at  
Helena, Montana 59604  
Subscription: \$5 per year

**Editor:** Patty Kautz

## Calendar

**June 18-21, 2003** - Montana Antique Airplane Association Air Tour.

**July 12, 2003** - Missoula Air Show featuring the Thunderbirds.

**July 12, 2003** - Fly-in Breakfast & Toy Show - Big Sandy Airport.

**August 7-9, 2003** - Montana Antique Airplane Association annual fly-in, Three Forks Airport.

**August 8-10, 2003** - Northwest Mountain Family Fly-in, McCall, Idaho. For further information phone Frank Lester (208) 334-8780 or John Goostrey (800) 453-0001 ext. 225 or one line at familyflyin.net or [www.faa.gov/fsdo/boi](http://www.faa.gov/fsdo/boi).

**August 15 - 17, 2003** - Montana Fun Weekend, Cut Bank International Airport. Event contacts - Car show and car events, Roy Nollkamper (406) 873-2137/5566/450-1078; Airplane fly in and aircraft events, Dennis Lenoir (406) 873-2221; Vendors, booths and general event information, Dave Anderson (406) 873-5616.

**August 28-30, 2003** - INAC annual conference, Kelowna, BC

## In Memory of Norman Maynard Sonju

Norman Maynard Sonju, 75, an Army veteran and Shelby electrician and flight instructor passed away on February 4, 2003 of complications from diabetes.

Survivors include his wife of 54 years, Irene Sonju of Shelby; daughters Beverly and husband Jim Johnson of Shelby and Judy and husband Jim DiRado of New Stanton, Pa.; sons Bruce Sonju of Shelby, Ronald and wife Diana Sonju of Shelby and Randy Sonju of Lakeside; a sister, Mae Brown and husband Denny of Egema, MN; eight grandchildren, four great-grandchildren and numerous nieces and nephews.

Norman was born April 26, 1927, to Ole and Othelia (Herfindahl) Sonju, in Detroit Lakes, MN, where he grew up and was educated. He served with the U.S. Army in the European Theater in World War II.

Shortly after his discharge in 1946, he came to Montana, where he met and married Irene Loomis on September 10, 1949, at Shelby, Montana. Norman worked as an electrician for the Marias River Electrical Co-op for many years. At the same time, he owned and operated a flying service at Shelby, where he was a flight instructor, crop sprayer and charter flight pilot.

Norman was involved in an electrical accident and lost his left arm. In spite of this, he continued flying and became the first handicapped flight instructor to receive a medical certificate from the FAA. His passion for flying never ended, even after health reasons prevented him from doing so.

He had also lost a portion of both his legs due to his disease. Being very innovative, Norm developed and made many devices to aid the handicapped. He was also an avid hunter and fisherman. He loved life and loved to travel, but mostly he loved spending time with his family and friends. His great-grandchildren were the highlight of his life. His courage and devotion was an inspiration to all who knew him. Our thoughts and prayers are with the entire Sonju family.



## EAA Air Academy Sessions

Both young people and families can explore the fascinating world of flight as the nation's longest-running aviation camp, the EAA Air Academy, presents a complete schedule of residence programs during summer 2003.

This year's program schedule will begin on June 21 and end on September 1. The individual camps range from three to nine days in length and are designed for youth ages 12-18 and adults.

Five distinct programs are offered at the EAA Air Academy. Three are designed specifically for young people: The Primary Aviation Fun Camp for 12- and 13-year-olds; Intermediate Aviation Experience Camp for those 14 and 15 years old; and the Advanced Aviation Leadership Camp for ages 16-18. In addition, a Family Fun Flight Camp is scheduled for July 3-6 and a First Flight Camp for youth and adults will have two sessions in August. All sessions are based at the EAA Aviation Center and the new Air Academy Lodge in Oshkosh.

"Since 1984, the EAA Air Academy has hosted thousands of young people from around the world, launching them on their own voyages of self-discovery and aviation adventure," said Chuck Larsen, Executive Director of Residence Education for the EAA Aviation Foundation. "Each participant will learn that the sky is not the limit - it's a beginning for aviation fun, adventure, friendship and knowledge."

The EAA Air Academy programs, which are accredited by the American Camping Association (ACA), are staffed with instructors with more than 180 years of experience in the Air Academy and more than 225 combined years of teaching and counseling background. The Air Academy's mission is to provide a fun aviation learning experience and develop bonds with other young aviation enthusiasts.

For more information on any of the EAA Air Academy sessions, including a registration brochure, contact the EAA Education Office (920) 426-6815 or 1-888-322-3229.



# Montana & The Sky

continued from page 1

Salt Lake Center ATC Specialist Steve Long lectured on ATC enroute operations in Montana. And throughout it all, the men and women who stand in the shadows, without whom we could never do any of these wonderful things – aircraft mechanics – sat through two days of refresher training learning all about “Gaskets, greases, and goop.”

Exhibitors were as widely ranged as the speakers. Representatives from many FBO's, aviation training and education centers, and avionics manufacturers were in ample evidence. The awards dinner gave all attendants a wider appreciation of just how dedicated our fellow aviation participants are, with a surprising multitude of scholarships being awarded, in addition to Mechanic of the Year, Airport of the year, and Pilot of the Year (allow us a plug for Mt. Aeronautics' own Jeanne MacPherson – way to go Jeanne!). And of course, no conference could be considered an *aviation* conference without a hangar dance, the facilities for which were graciously provided by Northstar Air Express. The Cosmopolitan Caravan Orchestra laid down the sultry sounds of Big-Band swing, while more than a few aviation gurus on the dance floor showed us why they still have day jobs. From the beginning of powered flight, to piloting the fastest, most mystical aircraft ever built, it was all brought together before our eyes to form “Montana and the Sky.”

The Conference culminated Saturday night with an incredible inside look at the SR-71 Blackbird, provided by Colonel (ret) Richard Graham. Colonel Graham flew 210 combat missions in the Vietnam War and continued as an Air Force Instructor Pilot and Flight Examiner before he was selected to pilot the worlds fastest and highest flying aircraft, the SR-71, for seven years. He then went on to become the squadron commander of the SR-71 (or “Habu”), and eventually the Wing Commander at Beale AFB (home to the Habu's). If anyone could ever justify carrying lofty airs, this man most certainly could. However, after having the distinct honor of working with this man over the course of two days, I can assure you that this is the furthest thing from reality. Colonel Graham was an incredibly sharp minded, quick wit-

ted professional who showed great enthusiasm in all that the Montana Aviation Conference had to offer, walking past all the exhibitors, asking questions of them, and answering more than a few directed towards himself. His pride and professionalism, in conjunction with his humility, came out at the end of his presentation. After an awe-inspiring sixty-plus minutes of tales and tributes, stories and statistics, Colonel Richard Graham, retired airline and spy plane pilot, warrior and grandfather, teacher and friend, thanked *us* – Americans and Montanans, for allowing him to serve us, protect us, and fly “our” aircraft. No finer ending could we have wished for at our Aviation Conference.

After all the presentations were over (of which I missed all but two), after all the dinners, after all the awards, a distinguished gentleman by the name of Hank Galpin walked up to me and said, “You worked pretty hard this week Mike, but probably didn't get to see much. How about stopping by the Museum tomorrow around 10 A.M.?” Mr. Galpin gave two presentations on the Herculean restoration efforts he made over a continual ten years to bring a 1928 Travel Air 6000 back to life. He knew of my regrets of missing them, and I looked forward to what I hoped would be a personalized rendition of his awe-inspiring documentary. I have never been more wrong in my life.

At 10:05 A.M., the hangar doors of the Museum of Mountain Flying rolled open as a pristine, perfectly restored 1928 airliner was wheeled out into the pale morning sunshine. The seats were made of wicker, the skin of fabric, and the aircraft

of blood, sweat, tears, and dreams. Within a few minutes, I heard the firing of a radial engine – for the first time from the *inside* of the airplane. A few more minutes passed (you have to let those old radials warm up, I learned), and then Mr. Galpin slowly advanced the throttle to full. The entire aircraft began to rattle and vibrate at every joint and corner – not in a scary, “Oh Dear Lord we're in a death-trap” manner, but in a strange, “This is how a real plane is supposed to sound” type of crescendo. The smile on my face felt as if it would never go away. And then, after we were airborne, he turned to me and said, “Mike, your controls...”

The 1928 Travel Air touched down so lightly on Missoula's runway 29 that the rotation of the four-inch wide, two-foot tall wheels was the only indication that we were back on the ground, so skillfully did Hank Galpin fly his airplane. And as the unforgettable flight came to an end, so too did the 19<sup>th</sup> annual Montana Aviation Conference. In retrospect, Mr. Galpin and Col. Graham exemplified all that aviation is – both here in Montana, and across the globe; one man preserving the soul of aviation, one man extending the spirit. For although they represent opposite ends of the spectrum of this magical thing called flight, they are the foremost ambassadors of their fields – of *our* field. Just like the age-old adage states, “To most people, the sky is the limit. To those who love aviation, the sky is home.”

Montana and the Sky... it's good to be home.



*Pictured are Ed Croymans, City Service; Debbie Alke, Aeronautics Administrator; Breezy Burlison, City Service; and Rich Broberg, Omaha Airplane Supply. City Service/Phillips 66 are big sponsors and supporters of the Montana Aviation Conference and we thank Ed & Breezy for their generosity, you guys are the best!*

# Congratulations!!

Many well deserved scholarships and awards were presented during the Aviation Conference. This year's scholarship winners are Kyle Albers, Billings – Aviation Appreciation Scholarship; Bill Waddington, East Helena – Montana Antique Airplane Association Scholarship; Harold Dramstad, Helena – Aviation Organization of Montana Flight Scholarship; Matthew Cichosz, Belfry – Parrott Family Scholarship; Shayne Wilcox, Helena & Esther Eller, Helena – A Love of Aviation (ALOA) Scholarships; Brad Hauge, Red Lodge – Blue Goose First Generation Flight Scholarship; Mitchell Masters, Great Falls – Michael D. Ferguson (More Darn Fun) Scholarship; Heather Eckley, Kalispell – 99's Flight Scholarship; Andrea Robinson, Billings – MPA Junior Pilot of the Year; Kevin McDonald, Helena – MPA Flight Training Scholarship.

The Montana Pilots Association also presented the Presidents Award to John McKenna, Bozeman; Pilot of the Year Award to Jeanne MacPherson, Helena; Spark Plug Award to Bailey Egan, Forsyth, Dan Lilja, Plains and Chuck Jarecki, Polson; and last but not least the Hangar of the Year to the Havre Hangar.

The Montana Aeronautics Division recognized St. Ignatius as Airport of the Year and David Bixby, Missoula teacher as Educator of the Year.

The Federal Aviation Administration presented the Diamond Certificates of Excellence to Semitool Inc., Kalispell (6th year); Merlin Airways, Billings (3rd year); Big Sky Airlines, Billings; Neptune Aviation Service, Missoula and Corporate Air, Billings (8th year). The 2003 Montana Aviation Maintenance Technician of the Year went to Leroy Gillett of Billings; and the 2003 Montana Avionics Technician of the Year went to Ronald Noe of Kalispell with honorable mention given to Thomas Rainey of Billings.

The Montana Airport Managers Association presented Monte Eliason, Kalispell Airport Manager with a special recognition award for all of his outstanding accomplishments in Airport Management.

We congratulate everyone on their achievements!



*Jim Greil presents Airport of the Year award to Mike Kuefler, St. Ignatius Airport Director and Nels Jensen, Airport Board member. St. Ignatius was selected because of their recent improvement projects. Congrats!*



*Jeanne MacPherson, Pilot of the Year and David Bixby, Educator of the Year are all smiles after receiving their awards. David also did an awesome portrayal of Wilbur Wright during the Thursday evening awards banquet.*



*Linda Marshall, Belgrade presents the 99's Flight Scholarship to Heather Eckley of Kalispell.*



*Jeanie Ferguson congratulates MPA Junior Pilot of the Year, Andrea Robinson a student at Rocky Mountain College on her achievements.*



*Rick Griffith, Butte Airport Manager (r) was proud to offer a special recognition award to Monte Eliason, Kalispell Airport Manager. Monte will be retiring in July of this year and his expertise will certainly be missed. We wish Monte the best of luck in his endeavors.*



# Spray Seasons May Come And Go, But Helmbrecht Keeps Flying

*This story contains excerpts from an article written by Jeanne Larson, Liberty County Times, Inc.*

This was supposed to be the first season in 46 years that Speck Helmbrecht didn't fly a spray plane over the familiar plains of north central Montana. But after the rains came there was work to do, and he just couldn't stay on the ground.

Charles J. "Speck" Helmbrecht has been intrigued by airplanes since he was a child in Scobey and his father worked for a pilot there. "My brother (Vern) and I used to walk out there...and polish the airplanes," he recalls. "And he'd give us a ride once in a while." (It was also his brother who dubbed him with the moniker of "Speck".)

He bought his first plane from a friend in Scobey for less than \$2,000 and went to work for Morrison Flying Service in Helena in 1954. While attending the Helena School of Aeronautics for his Aircraft and PowerPlant (A&P) license, he also took flying lessons there.

Spreading his wings, Speck obtained his commercial pilot's license early in 1957 and began spraying for Morrison. "They gave me an airplane and a truck and chemical and sent me up to Scobey and I started there all by myself," he said.

He worked at Scobey until he was 26 years old, at which time he moved to Helena to be close to an Army friend. He said that's where his flying career really started.

The life of a pilot has been described as hours of boredom interrupted by moments of stark terror. For Speck, one of those moments took place on February 8, 1956 while flying his Piper Cruiser in the Helena Valley. Speck's plane collided in mid-air with another plane, but he and a passenger were able to make a safe crash-landing. Although several of his teeth were loose for a couple of days, Speck and his passenger were both otherwise uninjured. The three occupants of the other plane were killed. "I have been really lucky," Speck said, "I know that somebody upstairs probably has to have their hand on your shoulder a lot of times."

Speck and his wife Delores (Dee) moved to Chester in 1959 at the request of Johnson Flying Service of Missoula. The company wanted to use a helicopter here, Speck said, so for the first few years, spray-

ing was done with the helicopter and he stayed on the ground. But the company decided this venture was not profitable. "I knew it wasn't very profitable for me," he added.

Nick Brain, chairman of the Chester Airport Commission at the time, asked Speck to serve as the local airport manager before the runway was paved in 1961. Speck also served as the first president of the Montana Airport Managers Association in 1960.

In 1961, he bought a Super Cub from Walt Hensley. This was the first year he flew out of Chester. He flew for his own business, Chester Aviation, until 1964, when he and Buster Ness started Ag Air. They worked together until 1969 when Speck sold his share of the business to Buster.

But he had to keep flying, which he did for Buster for nearly 30 years, as well as several years for Joel Fenger in the 1980's. He has flown for Frontier Aviation the last five years. Of his 46 spraying years, 44 years have been out of Chester, but during off-seasons, Speck has flown for producers in Idaho, Mississippi, Nebraska, Washington and Colorado.

After having sprayed some fields in the area for 30 to 40 years, Speck has gotten

to know the country pretty well. On flying, Speck said, "It's a real kick, the whole thing, or a guy wouldn't be doing it."

When Speck flew Super Cubs, he would take his kids for rides, but after he started flying planes built for spraying, they were single-passenger planes. He grew to like being in the air alone, with "nobody looking over your shoulder."

Speck said area pilots are a kind of fraternity, a band of brothers. "We communicate pretty much all the time," he said. Recalling the late Ed Kenny, Speck said he was a good friend and always had interesting tales to tell. Ed could see humor in nearly any situation and, no doubt, his funny bone helped pass the time at the airport waiting for the wind to go down.

Some of Speck's own stories are humorous, although they can keep you on the edge of your seat. He's had a few forced landings, he'll admit. These incidents still can't dampen his urge to fly. "You want to do it as long as you can," he said.

And if his retirement will be anything like his last visit to the airport last week, he won't be out of the sky for long. Upon walking in the door, he was asked if he'd like to fly the next morning.

Affirmative.



*Photo courtesy of Jeanne Larson, Liberty County Times, Inc.*

# NWAAAE Annual Conference

The Northwest Chapter of the American Association of Airport Executives and the Utah Airport Operators Association joined in its annual meeting in February. The conference was hosted by David Ulane, St. George Airport Director.

Many interesting sessions were presented including a Washington update by Chip Barclay, AAAE President together with general aviation security update, Part 139 revisions, a regional air service panel and others. Both associations also conducted general membership meetings.

A tour of SkyWest Airlines corporate headquarters was conducted. SkyWest is housed in St. George, Utah and a very informative tour of their operations was enjoyed by many.

The conference awards banquet welcomed Montana's own Tom Binford, Assistant Director for Aviation at the Billings Logan International Airport as the incoming President for the Northwest Chapter. We congratulate Tom on this honor and wish him the best during his year leading this fine organization. John Seymour, Missoula International Airport Director was elected Secretary/Treasurer.

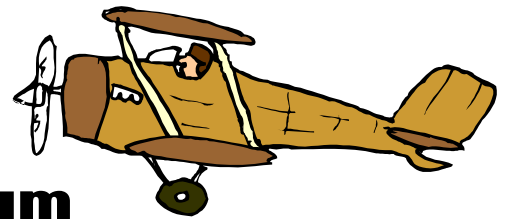
The banquet honored Gerald K. Olson, Cheyenne Airport Manager, who passed away in January ending a valiant battle with cancer. The video acknowledged Jerry for his keen interest in the aviation industry and diligent work in advancing AAAE programs. Jerry was president of the Northwest Chapter of AAAE in 1999 and began his term as Chair of AAAE in May 2002. Jerry will be sorely missed by all.



*Tom Binford, incoming President NWAAAE shares his vision and focus for the upcoming year.*



*A portion of the Montana delegation attending the conference gathered for a photo op! The distinguished group includes: John Seymour, Missoula; Ted Mathis, Bozeman; Rick Griffith, Butte; Tom Binford, Billings; Bruce Putnam, Billings; Debbie Alke, Helena; Tim Orthmeyer, Helena and Monte Eliason, Kalispell.*



## Lindberg Exhibit Part of Museum

A celebrated exhibit highlighting famed aviator Charles Lindbergh will be a major part of the EAA AirVenture Museum's special events schedule during this year's EAA AirVenture Oshkosh celebration, which will be held July 29 –August 4 at Wittman Regional Airport in Oshkosh.

The exhibit, created by the Missouri Historical Society, is the largest, most ambitious and most comprehensive effort established to honor the first person to make a solo, nonstop flight across the Atlantic Ocean. The journey made Lindbergh an instant hero and created unprecedented worldwide interest in aviation.

"This exhibit, the largest temporary exhibit we've brought to Oshkosh in the museum's 20-year history, draws upon Charles Lindbergh's personal collection, as well as historical artifacts," said Adam Smith, EAA AirVenture Museum Director. "During EAA AirVenture, the thousands of aviation enthusiasts who come to Oshkosh will be fascinated by this look at the man and his flight that changed his life and ours. It is a wonderful addition to EAA's celebration of 100 years of powered flight."

Among the items are Lindbergh's flight suit and other items from the 1927 trans-Atlantic trip, other personal artifacts and those from his wife, Anne Morrow Lindbergh, and his family. The exhibit will arrive in Oshkosh in mid-July as part of its national tour and will be on display throughout EAA AirVenture. Museum admission is included with all AirVenture passes.

# Temporary Flight Restrictions

Temporary Flight Restrictions (TFR's) are in place in many states. These TFR's are not shown on sectional or other Aeronautical Charts. TFR information is available through the Flight Service Stations (FSS's) or DUATS. Violating a TFR area can lead to interception by Military Aircraft and possible FAA legal enforcement action being taken.

Proper flight planning is crucial to avoiding flight into TFR's. Pilots must familiarize themselves with all NOTAMS and TFR's along their proposed route. Every pilot needs to obtain the latest NOTAMS from a FSS controller or via DUATS immediately prior to flight. The FAA has placed special emphasis on the need for FSS's to provide this information to pilots. Pilots should query the FSS controller to ensure that they have the most current TFR information for their flight. If in doubt, ask the FSS controller if there are any TFR's to avoid on your route of flight.

The importance of obtaining TFR/NOTAM information prior to flight cannot be reinforced enough. To assist pilots with access to TFR information concerning their route and increase your ability to determine when and where a TFR is, the following Internet sites provide both textual, and in some cases, graphical information.

[www.aopa.org](http://www.aopa.org) (Graphics Included); [www.faa.gov/ats/afss/leesburg](http://www.faa.gov/ats/afss/leesburg) (Leesburg AFSS site, local area info); [www.fs.fed.us/r6/fire/aviation/airspace/index](http://www.fs.fed.us/r6/fire/aviation/airspace/index) (Forest Service site, does not show security TFR's); [www.notams.jcs.mil](http://www.notams.jcs.mil) (Current NOTAMS/TFR's, only need to be used for information purposes); [www.baseops.net](http://www.baseops.net) (No graphics, links to the military NOTAM site); <http://map.aeroplanner.com/mapping/tfr.cfm> (EAA site - source for stadium locations); <http://notamweb.nas.faa.gov>

Because changes in airspace operations are constant, it cannot be stressed enough how essential flight planning is to pilots and that it is critical they obtain all NOTAMS pertinent to their route of flight (including all TFR's).

Your automated flight service station is your official source for all NOTAM information.



Thirty-three hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,287. This includes \$250 for production, \$780 for postage and \$257 for printing.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call (406)444-2506 or TDD (406)444-7696.

**Happy  
St. Patrick's  
Day**



## March, 2003

Pre-Sort Standard  
US Postage Paid  
Helena, MT 59620  
Permit No. 141

PO Box 5178  
Helena, Montana 59604-5178